

The Hood River Glacier.

VOL. XXXII

HOOD RIVER, OREGON, THURSDAY, AUGUST 5, 1920

No. 10

WHALE OIL SOAP

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Fresh Bordeaux Paste
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"Friend" Sprayers and Spray Guns

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Of this wonderful line of Hosiery we say this: Just make one suggestion that you haven't been pleased or entirely satisfied and a new pair is yours.

The comments we hear are all praises for "NOT-A-SEME."

PURE SILK

FIBER SILK

in Black,
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Silver \$2

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Ask for

Butternut

Delivered Daily to
Your Grocers

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SUCCESS

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OF ALL LENGTHS

PINE GROVE STORE

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REMEMBER LAST WINTER

When coal was parcelled out by city officials
in fifty pound lots?

Prospects for next winter are not any brighter.
Stock up now while Coal is available and be-
fore new freight rates drive up price.



HOOD RIVER FUEL CO.
Phone 2181 4th and Cascade

Come in and hear
the latest
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Kresse Drug Co.

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SUPER SPECIAL

"Under Crimson Skies"

The Greatest Story of the Sea ever written, with an All Star Cast

HEADED BY

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ACTION AND THRILLS GALORE

Showing Here Before Portland

Also Mutt and Jeff Cartoon

2-DAYS ONLY—2

The LIBERTY

Friday & Saturday, Aug. 6 & 7

CONTINUOUS SHOW SATURDAY ADMISSION, 20c & 35c



TRUCK FARMING nowadays and having a garden
are very different things. Many people do not
understand why they can not get certain varieties
and all kinds of vegetables at any time. In truck
farming a crop is grown to maturity and must be
cleaned up to make room for some other crop.

Referring to our ad of last week about our Nonpareil Potatoes,
we found a party that knows our brand and is willing to pay for
quality: Our Potatoes are Sold.

Of course, we understand that our merchants have to take
produce from some of their customers that owe them accounts
or to be obliging to them. Our goods have a value in dollars
and cents to any one that needs them.

If you are not trading, but as a customer buying and paying
for your goods it is up to you to see that you get your money's
value. Koberg's Vegetables are

NONPAREIL

The 20th Century Truck Farm

JOHN KOBERG, Owner.

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Cord
Tires

are no

Experiment

Sold by the

The Heights Garage

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Telephone 3151

CROP ESTIMATES SHOW INCREASE

APPLES PLACED AT 1,300,000 BOXES

Growing Weather Causes Fruit to Size
Rapidly—Pear Crop Shows
a Heavy Drop

With a few exceptions growers and shippers are increasing estimates on the 1920 apple crop over previous figures of two weeks ago. The apples, it is said, are growing rapidly, and the crop bids fair to go to market of unusually good quality. The yield is now placed at 35 per cent of the 2,000,000 box crop of last year, and H. E. Davidson, believes that it will exceed this. The lowest figure on the season's yield is made by Frank Stanton, county fruit inspector, who estimates the crop at 45 per cent.

"The apples," says Mr. Davidson, "are in general going to be bigger than we anticipated, and this means a much heavier yield. I have just returned from the Willamette Valley, and the crop there is going to be very light on all the old family orchards. On young commercial tracts, however, the crop will be fairly heavy and of good quality. The older trees, apparently, suffered from the cold winter."

C. W. McCullagh places the crop at 65 per cent. He says:

"Newtowns will predominate, and the quality is excellent. Ortelys will run 15 per cent, and the fruit is reaching a fine size. Spitzburgs will only run about 50 per cent. While our crops of Delicious and Winter Bananas are only nominal, the yield and quality are both good. Our harvest will begin about September 15, perhaps earlier, the usual time, if growing conditions continue. Our Bartlett crop will not run over 25 to 35 per cent of last season. The d'Anjou crop will run 50 to 60 per cent. We harvested 113 cars of pears last year."

"Cash buyers will be conspicuous this year by their absence, and as a result the growers will profit. Isolated high prices for blocks of fruit, such as were frequently reported last fall, had a very bad effect. We have hope that the British price control will be lifted and that the export situation will be better than any time since the war began. Definite information on the British Commission's attitude is expected to be available when the International Apple Shippers' Association convenes at its annual session in Chicago August 10. This convention will be attended by scores of shippers from the Northwest."

Dan Wille & Co. expects an increase in exports volume this season. A. E. Woodport, northwestern manager of the concern, says:

"We are confident that the British price control will be lifted and the British export demand will be a great factor in disposing of the Oregon crop profitably."

The Hood River Fruit Co., Kelly Bros., L. E. Ireland and Duckwall Bros. are concerned that will figure in the local deal this season. The most of the concern will be represented at the Chicago fruit shippers' session. Next week the following will leave for Chicago: L. E. Ireland, H. F. Davidson, and C. W. McCullagh. Dwight L. Woodport, C. W. Hooker and W. M. Dickerson, district sales managers of the Apple Growers Association, will attend the Chicago meeting. John Oliver, New York manager of his concern, will represent Dan Wille & Co. and William Duckwall, of Indianapolis, will attend the gathering in the interest of Duckwall Bros.

The Mosier district, according to R. D. Chatfield, manager of the Mosier Fruit Growers' Association, is expected to yield only about 50 per cent of last year's yield. Mr. Chatfield says: "We are expecting about 100 cars, chiefly Spitzburgs, Ortelys and Newtowns. We expect 50 cars of d'Anjou pears and 10 cars of Italian pears. Growing conditions have never been better and the fruit is sizing rapidly. All the apples will be hauled from orchards and packed at the association's combined packing plant and storage rooms."

Earl S. Coe, horticultural inspector of Klickitat county, Wash., places the estimate of the White Salmon valley at 25 cars of apples and 10 cars of pears. "Our greatest tonnage," he says, "will be Spitzburgs. Newtowns and Jonathans are short this season. The crop is of high quality and should be one of the best produced in years, if growers continue to use proper care in handling their fruit. Our winter damage has been very light. No trees have been entirely killed. In lower sections a few branches are dead on some trees."

HIGHWAY PAVING COMPLETED MONDAY

With simple ceremony the last shovel of paving on the Highway between Hood River and Portland was spread at 4 o'clock Monday afternoon. As Hood River county officials, members of the Kibbe Construction Co. paving crews and motor tourists crowded around the big truck that dumped the last "hot stuff," posed for a photograph. C. A. Bell called for three cheers for his old friend, S. Benson, father of the great highway, who demonstrated the feasibility of the great monument by donating \$10,000 for construction of a mile of road at Shell Rock Mountain, declared by many to have been impossible. An Oregon convict crew turned the first earth at Shell Rock on May 22, 1912. Mr. Bell followed, leading in three cheers for G. E. Kibbe, manager of the construction concern, who was present, and then for all members of the crew. H. C. Deitz was photographer for the party.

A party of Hood River people, as follows, motored out to see the paving finished: Mr. and Mrs. C. A. Bell, Judge Blowers, A. R. Cruikshank, Leslie Butler, Tronson Butler, C. W. McCullagh, E. E. Brett, H. G. Ball, Mrs. H. G. Barklage, Miss Marjorie Wessinger, Bert Head and Joe D. Thompson. W. F. Smith, engineer for the state, was present, as was H. T. McElvane, divisional superintendent of the paving concern.

The first car, a Mitchell, traveling to the east, across the newly completed paving was driven by H. W. Mitchell, of the Mitchell, Lewis, Staver Co. Mrs. William Collins, wife of the su-

perintendent in charge of the paving, followed in a Nash. Leslie Butler, accompanied by Judge Blowers, and Bert Head driving abreast, respectively in a Cadillac and a Chevrolet, made the first journey over the new paving to the west. Long lines of motor tourists awaiting completion of the road evidenced the popularity that the comparatively new highway has already gained. License tags carried the names of Illinois, Michigan, Washington, California, Oregon and Colorado.

The paving of the Highway is now complete and a new era for the Hood River valley and mid-Columbia was predicted by the men as they drove home and passed Wau Guin Guin hotel, where the state's first strictly great tourist hotel is being projected. And, it was remarked, S. Benson, who was willing to back his vision of the great highway with his money, is again pioneering. While Henri Thiele, chief of the Benson Hotel in Portland, is negotiating for the Wau-Guin Guin and neighboring property, Mr. Benson's financial backing will make possible the hotel development, it is declared.

BIG CELEBRATION IS BEING PLANNED

Thursday, August 19, has been set as a tentative date for a celebration of the opening of the fully paved Columbia River Highway between here and Portland. The event, to be staged under the auspices of the Commercial Club, Hood River County Gene Protection Association and Grange, will eclipse anything of the kind ever held here, it is declared.

Invitations will be extended to Governor Olcott, Mayor Baker, of Portland, the State Highway Commission and various other officials. Citizens of Portland and neighboring towns will be invited to attend a big free luncheon. As early as Saturday Sheriff Johnson, who characterizes the completion of the Highway as one of the biggest events that has ever happened to Hood River, suggested that Hood River should invade Portland with not less than 500 automobiles as a way of celebrating. On Tuesday H. F. Davidson started the ball rolling for a local celebration. He offered \$25 toward financing preparations, and C. A. Bell, who aided in promoting the scheme, came forth with an offer of \$15. Mr. Davidson and Mr. Bell, after an enthusiastic conference, took the matter up with C. W. McCullagh and J. H. Fredrick.

A committee appointed by the Commercial club, further celebration plans consist of the following: G. N. Ravlin, C. A. Bell and Leslie Butler.

BRIDGE PAVING IS NOW UNDER WAY

Paving of the concrete bridge across Hood river, threatened for a time by a disagreement between Paving Contractor Kibbe and Mrs. C. W. Parker, who owns the place, is proceeding. Lease of the paving plant site was limited to duration of the Highway paving west of here. Mrs. Parker, following a visit of local people, eager to see the bridge paved before apple harvest begins, agreed to allow the plant to remain until the work is finished. The task, it is declared, will be completed by Saturday.

While paving material is being laid Friday and Saturday a detour by way of Tuckers Bridge through the orchard districts will be necessitated.

FORESTRY OFFICIALS SEE LOOP ROUTE

United States Forestry Officials Andrews and Burdell, of Portland, were here last week en route to Mount Hood Lodge, where they began a tour of the route of the proposed Mount Hood Loop highway, returning by way of the old Harlow road to Portland. The men declared that the forestry service is eager to begin work on the scenic highway.

The visitors were accompanied to the Upper Valley by Commissioner Hanson, who escorted them on an investigation of a proposed route to connect existing county roads different from that designated in the survey recently completed by the State Highway Commission. Mr. Hanson declares that a road can be constructed over his alternate route at far less expense than over that surveyed.

AD CLUB MEMBERS VISIT ON MOUNTAIN

Combining plans of studying tourist hotel possibilities of the scenic district with a determination to take a taste of strenuous mountain recreation themselves, a party of 27 Portland Ad Club members, accompanied by members of their families, motored through here Saturday for Cloud Cap Inn. En route to the inn the party was entertained by County Commissioner and Mrs. F. H. Blackman at their East Side country home. Apples of the 1919 crop and Hood River summer fruits were served. The hospitality of the ranch home won many plaudits from the visitors. W. J. Piepenbrink, cousin of Mr. and Mrs. Blackman and secretary of the Ad Club, came here a day before and arranged the schedule through the valley. Sunday the visitors toured the flower fields of the district, cavorted over the snowfields and visited Eliot Glacier. They returned Sunday afternoon.

A MASONIC PICNIC ON NEXT SUNDAY

Members of the Masonic Lodge have scheduled a picnic for next Sunday on the government property at Cascade Locks. Val W. Tompkins, superintendent of the Locks, is himself a Mason and has promised to provide the visiting lodge members with all the comforts of the park on the river side. The picnic party will journey from here by automobile. Those not having machines have been instructed to notify Kent Shoemaker, master of the lodge, who will arrange for their transportation with members who have room to spare in their cars.

TOURIST HOTEL IN PROSPECT

S. BENSON BACK OF HENRI THIELE

Benson Hotel Chief Has Option on Wau-Guin-Guin—Mr. Benson Visits Here Last Saturday

Accompanied by A. A. Rosenthal, S. Benson, chairman of the State Highway Commission, spent Sunday here, having made the journey to inspect the Columbia Highway paving which has just been completed, and to look over Wau-Guin-Guin, where Henri Thiele, chief of the Hotel Benson, of Portland, plans the construction of a tourist hotel.

While papers for the purchase of Wau Guin Guin and a plot on the south side of the Highway just opposite the resort place, owned by D. C. Garra-brant, have not passed, Mr. Thiele has an option, and it is very likely that the deal will be consummated at an early date. The proposed resort, it is stated, will be largely financed by Mr. Benson. While here Mr. Benson, one of the earliest advocates of the Highway, declared substantial tourist hotels in the districts of great scenic attraction a vital necessity if the state cashed in on the investments in roads.

"We have scenery second to none," he said, "and we have been building roads to make it accessible. We have been telling all the eastern states about our scenery, but so far we have done nothing toward getting ready for any visitors. We must inaugurate an era of good tourist hotel construction."

Mr. Benson declared himself as highly pleased with the Highway. He recalled the changes in Oregon sentiment over that of 1915, when he and other prominent citizens made a tour of the state in the interest of bond issues for extensive road construction. At that time, he declared, interest in roads was local. Men thought in terms of their own farm limits. They had not grown acquainted with each other. Oregon was sectional. It was rather discouraging. Only here and there did one encounter breadth of vision. The sentiment of today is just as different as is Shell Rock Mountain in 1912 and 1920. Oregon today is solid for good roads."

Mr. Benson indicated that he would experiment and make sentiment solidly in favor of a system of good tourist hotels before he has finished.

BIG CROWD HEARS REV. BILLY SUNDAY

The huge crowd that visited the Methodist church Sunday to hear Rev. Billy Sunday in his annual sermon to his valley neighbors was an evidence that he is still beloved by the people of Hood River. All morning services at other churches were discontinued and the service was a union one. Hundreds of out of town folk were here, and many of the automobiles lining State street for six blocks on both sides of the street carried Washington license tags.

"Abide with us, for the eventide approaches," was taken by Mr. Sunday for his text, and never did it sound folk hear a stronger appeal for applied practical Christianity. Mr. Sunday decried the calamity howler and the ultra-sentimental who, he declared, instead of drawing their sorrows to them for daily swimming lessons. He arraigned the newer fangled sects and in a sentence displayed a disapproval of Christian Science, when he said, "The gangrene of sin trying to be healed by a Christian Science court plaster."

In his closing prayer Mr. Sunday became familiar with local folk. While his appeals to the Almighty included all those of the community, he mentioned many business men and concerns by name.

OCTOBER 11 IS SET FOR WATER HEARING

Judge Wilson, here from The Dalles Monday, set October 11 as the date for hearing objections to rulings of the State Water Board in an adjudication of claims on the Hood river watershed. The litigation, involving property rights of practically the entire population of the fruit district, originated in a suit brought by the Oregon Lumber Company in 1914 to restrain the East Fork Irrigation District from use of the amount of water filed on in the East Fork of Hood river. The case went up to the Supreme Court and was remanded to the lower court with instructions that all rights of the district be adjudicated through an investigation and findings of the Water Board. Procedure in the case requires that all claimants to water rights be notified by the State Water Board of the October date. Orchardists for the most part will be represented, should any claims be contested in the court hearing, through irrigation districts or companies.

MRS. GERDES BURIED MONDAY AFTERNOON

Funeral services for Mrs. John H. Gerdes, pioneer matron, aged 54 years, were held Monday afternoon at the Methodist church, Rev. Helmick officiating. Interment followed at Idlewild cemetery. Mrs. Gerdes passed away Friday night following a prolonged illness. She was the daughter of the late Capt. F. M. Jackson, an East Side pioneer, who was a veteran of the Confederate Army and a member of the body-guard of Jefferson Davis, when the chief executive of the Confederacy was captured. The family came here from Tennessee.

Mrs. Gerdes is survived by her husband, a son, Lawrence M. Gerdes, of Kansas City, where he is engaged with a pharmacy concern, and four daughters. Mrs. Roy U. Veach, of Great Falls, Mont., is the eldest. Three smaller daughters reside at home. The following four brothers survive: D. M. J. B. and W. F. Jackson, of Hood River, and Rev. F. R. Jackson, of Waco, where he is pastor of the Methodist church.